

# THE NEWS FROM VIRGINIA CONTINUED FROM PAGE EIGHT

## PETERSBURG.

**Additional Particulars of Mr. Martin Lambert's Death.**

**He is Supposed to Have Strangled When He Fell into the Water—Recovering From the Effects of Severe Injury.**

Petersburg, Va., July 10.—The sad and sudden drowning of Mr. Martin Lambert, mentioned in this correspondence, has cast a gloom over the entire community. Mr. Lambert was one of the most popular and honorable young men in the city. No one could say aught against him. Ever trying to do something to please and entertain his friends, always jovial and agreeable, he was ever on the alert to do something that would make one feel better and happier. The unfortunate young man was one of the best business men in the city, managing with rare skill and success the two stores which his father owned. He took a special delight in running down the river in the afternoon after business hours.

On the occasion of the fatal trip he had made up a party, and was returning from a most delightful trip to Jordan's Point. Mr. F. K. Clements, who owns the Scotch Cap, the steam launch in use, was captain. Coming up the Appomattox river they met the government steamer Violet, a lightship and buoy tender, coming down. The river at this point is very wide, with a channel of only 40 feet. Mr. Clements, aware of this, ran the Scotch Cap in shore, as it was flood tide, knowing that he could get off in a few minutes. But it turned out that the Violet had struck ground, and could not move. Mr. Clements waited fifteen minutes and then rung the bell to back off. He had hardly gotten out of the mud when Mr. Lambert asked him if he was off. Getting an affirmative answer, Mr. Clements told him he intended going very slowly by the Violet, as she was directly across the channel. Mr. Lambert's last words were: "All right, Commodore, I will tell the engineer." He started back, struck his left foot against the pilot house, and fell head foremost into the river towards shore. The young lady who was sitting by his side cried out that "poor Martin" had fallen overboard. The engine was reversed and started towards him, but he was evidently strangled, and swam towards the channel instead of the shore. The launch was turned towards him, but he sank in a few feet of the boat, never to rise again. His friends steamed around for an hour or more, but no trace could be found of him, so they turned homeward, reaching the city about 2:30 to tell the terrible news to his family.

### BODY RECOVERED.

The body of Mr. Martin Lambert, the young man who was drowned in the Appomattox river a few miles below Petersburg, last Friday morning, under such distressing circumstances, was found yesterday morning near where the accident occurred. The funeral took place this afternoon at 4 o'clock from Washington Street M. E. Church, and was very largely attended.

### MAN AND HORSE KILLED.

A very severe storm passed over Prince George county in the vicinity of the county courthouse on Saturday afternoon, during which Thomas Pollard and his horse were struck by lightning and both killed. Another horse belonging to Pollard was badly shocked by the lightning.

### BOTH DISCHARGED.

W. H. Harrison and William Saunders, who were arrested some days ago on the charge of attempting to assault Eva Manning, colored, were discharged by the Mayor this morning. The complainant failing to appear. Some days ago the complainant wrote a note to the Mayor stating that the two young men had done her no harm and that she had left town and would not appear to testify against them.

### CONTRACT FOR BRIDGES.

Hokeworth, Butterworth & Co. have the contract for the building of the bridge across the Appomattox river here for the Richmond, Petersburg and Carolina Railroad Company. They also have the work for the building of all the bridges for the company between Petersburg and Richmond. There will be three, and perhaps four, bridges between this city and Richmond. The foundation for the bridge here, which will cross the river near the silk mills on Fleet street, is now being built. The span of the bridge over the river will be about 156 feet. And it is expected to have the bridge completed by the 15th of September next. It will cost in the neighborhood of \$15,000.

The McDonald Company has the contract for the building of the bridges south of Petersburg and is now getting ready to build the foundation for the iron bridge which is to cross the Meherrin river. This firm, besides building the bridge, will also do all the masonry work.

### GOVERNOR TYLER.

**HE FINDS IT HARD TO RESIST APPEALS.**

Sunday's Richmond Dispatch contains the following special from East Radford:

The rush of letters and other mail matter on Governor Tyler has been greater to-day than usual. A large number of county newspapers and several dailies not heretofore outspoken in favor of his candidacy for United States Senator have been sent to him, and letters to-day from all over the State urge him to announce himself.

The Governor was asked this afternoon if the statement published in this morning's papers that he would announce himself a candidate was correct or not.

He said he had made no such statement so far; "but," he added, "I confess it is hard to resist such appeals. The people certainly have a right to do as they please in such matters and I have all along said I would accept the place if it was offered to me. Who would not? If this pressure keeps up the Governor continued, "I will consult my friends and decide what course to pursue. I am becoming satisfied that there is a deep-seated and widespread sentiment backing this movement."

The Governor is very much gratified at the expression in favor of his candidacy, and he shows that he deeply appreciates the movement.

## NEWPORT NEWS.

**Captain Berkeley Declines to Re-enter the Army.**

**Would Have Been Major of One of the New Volunteer Regiments—Jury For the Austin Trial—Mayor's Choice for Chief of Police.**

Newport News, Va., July 10.—Captain Charles C. Berkeley, formerly in command of Company K, Fourth United States Volunteer Infantry (Immunized), has decided to withdraw from military life permanently and has opened a law office in this city.

This decision on the part of Captain Berkeley will doubtless be received by many of his friends with great surprise as well as pleasure. It was pretty well understood that he had made up his mind to continue in the service and he was expected to go to the Philippines with Colonel Pettit's regiment, which is the newly authorized Thirty-first Infantry. This regiment is being recruited in Kentucky, Ohio, Indiana and Illinois and will be sent to Manila to reinforce General Oles in the near future.

Although Captain Berkeley has never acknowledged it, it is pretty well known that he was to have been a major in the new regiment, and from thoroughly reliable sources it is known that Colonel Pettit had offered the office to Captain Berkeley. The officers of the old Fourth Immunes will, many of them, be commissioned in the new command and until yesterday Colonel Pettit expected to have the Newport News officer with him, and it is supposed that he wished him to serve as a major.

Saturday night Captain Berkeley received a letter from the colonel saying that the old officers were going to the Philippines were assembling in Washington and asking him to go there at once so that he could be commissioned. Colonel Pettit was so sure that the captain intended to join the regiment that in his letter he told Captain Berkeley to see if any recruits could be secured in this neighborhood for the new command, explaining that they would only have to go to the States assigned to the mustering in of the regiment to be sworn in.

In answering the letter yesterday Captain Berkeley told the colonel that he had decided to re-establish himself here to practice law, and said that he had given up all idea of going to the Philippines. This will be a great surprise to many, as it is virtually the refusal of a majorship. It is a demonstration of the captain's belief in the future of Newport News.

### NEW OFFICER SWORN IN.

Judge Baker P. Lee Saturday swore in Police Officer John Williamson, of Ivy avenue, as deputy sheriff to Sheriff H. C. Curtis. Mr. Williamson has been on the county police force for thirteen years, and it is believed that he will make a good deputy. His appointment is satisfactory to most people except the other faction and the law-breakers, for to the latter Mr. Williamson has always been a terror. It is a well known fact that he is not afraid of the devil.

### THE AUSTIN TRIAL.

Sheriff E. W. Mibstead has summoned a jury of six men for the trial of Colonel G. P. Austin on Tuesday, July 11th, for rape. The trial will take place at Elizabeth City county as before. The sheriff has also summoned a jury for the trial of Ben Baker for murder, on the 12th instant, and another for the trial of April Robinson on the 14th instant. She is charged with grand larceny.

### WILL LEAVE THIS WEEK.

Captain W. G. Campbell, who for months has been managing editor of the Evening Journal, has resigned and will leave this week for his former home in Woodstock, Va., where he has accepted the position of principal of the graded school for the coming season.

### FOR CHIEF OF POLICE.

Mayor Moses has endorsed Mr. Z. V. Jones for chief of police. Mr. Jones formerly served the city in that capacity and made a good officer. He was sergeant-major of the Sixth Immunes and made a good record as a soldier.

**Beecham's Pills**

*Cure Sick Headache*

and act like magic on a weak stomach and disordered liver.

10 cents and 25 cents, at all drug stores.

### TRAVELERS' GUIDE.

#### ATLANTIC & DANVILLE RAILWAY

**SCHEDULE IN EFFECT JUNE 17, 1899.**  
**TRAIN No. 1—Daily.**—Leaves Norfolk from wharf foot of Matthews street, 6:30 a. m., West Norfolk at 6:50 a. m., for Danville and intermediate points, arriving at Danville at 5:30 p. m.  
**TRAIN No. 2—Daily.**—Leaves Norfolk, 7:40 p. m.; West Norfolk, 8:10 p. m., arriving at Danville at 5:52 o'clock a. m., except Monday, to Lawrenceville only on Sunday.

**TRAIN No. 4** arrives at Norfolk at 5:20 a. m. daily.  
**TRAIN No. 2** arrives at Norfolk at 5:20 p. m. daily.

**TRAIN No. 3** connects at Denbiston Junction with Norfolk and West Norfolk railroad for Durham and intermediate points. Trains Nos. 1 and 3 connects at Jefferson Junction and Danville for all points on the Southern Railway system.

**PULLMAN SLEEPERS** between Danville and Asheville, Atlanta, Jacksonville, Memphis and New Orleans.  
 Tickets on sale and baggage checked at Walker's agency and company's wharf, Norfolk, and at Harrison & Watson's agency, Portsmouth. Steamer City of Chester touches at N. Y., P. and N. R. wharf on outgoing trips for through passengers.

**WM. H. TAYLOR**, Traffic Manager.  
**CHAS. O. HAINES**, General Manager.

### CLYDE'S REGULAR LINE STEAMSHIPS FOR PHILADELPHIA.

**ONLY DIRECT LINE FROM NORFOLK TO PHILADELPHIA.**  
 Until further notice steamers are appointed to sail from Norfolk every MONDAY, WEDNESDAY and SATURDAY at 6 o'clock p. m., and from Philadelphia every TUESDAY, THURSDAY and SATURDAY.

Through bills of lading to all points South and Southwest via Seaboard Air Line, Atlantic Coast Line, Virginia and Tennessee Air Line, Southern Railway, Norfolk and Carolina and Norfolk and Southern Railroads.

**JAMES W. McCARRICK**, General Southern Agent, Norfolk, Va.  
**WILLIAM P. CLYDE & CO.**, General Agents, Philadelphia.

## TRAVELERS' GUIDE.

**Norfolk and Western**

Schedule in Effect

**SCHEDULE IN EFFECT JUNE 25, 1899. LEAVE NORFOLK DAILY.**

**7:40 a. m.**—For Richmond, Washington, Lynchburg and the West.  
**8:35 p. m.**—Express limited for Richmond and Washington. Stops only at Suffolk, Waverly, and Petersburg.  
**7:35 p. m.**—For Petersburg, Lynchburg, the West and Southwest.  
 Trains arrive at Norfolk daily 5:50 a. m., 1:25 a. m., and 10:40 p. m.  
 Tickets and all information at station and to Granby street.

**W. B. BEVILL**, General Passenger Agent.

**SOUTHERN RY.**

### DOUBLE DAILY SCHEDULES TO ALL POINTS SOUTH, SOUTHEAST, and SOUTHWEST.

**EFFECTIVE MARCH 12, 1899.**

	Norfolk	Richmond	Washington	Philadelphia	New York
Ar. Norfolk	5:00 a. m.	5:25 p. m.	5:50 p. m.	6:15 p. m.	6:40 p. m.
Ar. Richmond	5:25 p. m.	5:50 p. m.	6:15 p. m.	6:40 p. m.	7:05 p. m.
Ar. Washington	5:50 p. m.	6:15 p. m.	6:40 p. m.	7:05 p. m.	7:30 p. m.
Ar. Philadelphia	6:15 p. m.	6:40 p. m.	7:05 p. m.	7:30 p. m.	7:55 p. m.
Ar. New York	6:40 p. m.	7:05 p. m.	7:30 p. m.	7:55 p. m.	8:20 p. m.
Ar. Norfolk	6:40 p. m.	7:05 p. m.	7:30 p. m.	7:55 p. m.	8:20 p. m.
Ar. Richmond	7:05 p. m.	7:30 p. m.	7:55 p. m.	8:20 p. m.	8:45 p. m.
Ar. Washington	7:30 p. m.	7:55 p. m.	8:20 p. m.	8:45 p. m.	9:10 p. m.
Ar. Philadelphia	7:55 p. m.	8:20 p. m.	8:45 p. m.	9:10 p. m.	9:35 p. m.
Ar. New York	8:20 p. m.	8:45 p. m.	9:10 p. m.	9:35 p. m.	10:00 p. m.

**Pullman Palace Sleeping Cars.**  
 For all information apply at City Ticket Office, Main and Granby Streets, Phone 1-2.

Baggage called for and checked from hotels and residences by Virginia Transfer Company on orders left at ticket office.  
**FRANK S. GANNON**, 2d V. President and Gen'l Mgr.  
**J. M. CULP**, V. A. TRUCK, Traffic Mgr.  
**W. H. DOLL**, Pass. Agt., Norfolk, Va.

### Norfolk & Washington Steamship Co.

The new and powerful iron palace steamer NEWPORT NEWS, WASHINGTON and NORFOLK will leave daily as follows:

#### NORTH-BOUND.

Leave Portsmouth, foot of	
North street	*5.00 p. m.
Leave Norfolk, foot of Water	
street	5.45 p. m.
Leave Old Point Comfort	6.45 p. m.
Arrive in Washington	7.00 a. m.
Arrive in Philadelphia, Penn.	
18 R.	*10.56 a. m.
Arrive in Philadelphia, B. & O.	
18 R.	*11.00 a. m.
Arrive in New York, Penn.	
18 R.	*11.13 p. m.
Arrive in New York, B. & O.	